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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO. 25X1A

COUNTRY USSR (Leningrad Oblast) DATE DISTR. 18 Oct. 1950

SUBJECT Harbors in Luga Bay and Gulf of Finland NO. OF PAGES 4

PLACE ACQUIRED NO. OF ENCL. (LISTED BELOW) 1DATE OF INFO. SUPPLEMENT TO REPORT NO.RETURN TO CIA
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1. Kuchi harbor was in full operation. Reinforcement work, especially stone filling operations, was being done on the roads.

2. Large ships were on the roads or in harbor at all times.

3. Kuchi harbor is divided into three sections.

a. A dockyard suitable for warships up to light cruisers is located in the northern section. Four modern destroyers of about 2,000 tons each were lying there in July 1949. A cruiser was in the large dry dock and two destroyers were under repair in another dock. A ship the size of a cruiser or large destroyer was under construction on one of the slips.

b. Three docks (one for ships of about 3,000 tons and two for ships of about 1,000 tons) and some hauling-up slips were located in the central section of the harbor. There was much activity in the docks and the other shipyard installations.

c. The southern section of the harbor was used for berthing small craft such as PT boats, etc. There were some slips for bottom examinations and overhaul work, and some barracks ashore.

4. The Luga River flows into the southern part of Luga Bay. The river has been barred to all traffic, except lumber transportation, since early 1948.

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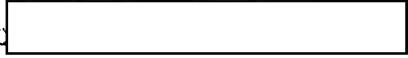
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Large quantities of lumber are worked in the sawmills on the banks of the Luga River.

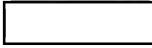
5. Source moored large stones in Ruchi roadstead in mid-1946. These are used for anchoring mooring buoys which are also suited for securing large ships. The extensive installations of Ruchi harbor were also erected during that period.
6. According to statements by Soviets, there is a small harbor 1 km west of Kolganpya. This was finished in 1948 and has a depth of 2.5 meters. Its chief use is as a refuge harbor in bad weather.
7. A new sea harbor with a water depth of 5 meters was built in Koporia Bay, at the mouth of the small outlet of Lake Kopenskoye, between 1947 and 1949. This harbor is an extension of the old mole. A seaplane base is located there. The harbor was blocked to merchant shipping. Source was allowed to call at this harbor, as he did work under orders from the Soviet Navy.
8. Soviet soldiers called source's attention to fortifications on the eastern shore of Luga Bay, which they called impregnable. Source made the following personal observations:
 - a. A torpedo battery with very thick reinforced concrete ceiling located north of Ruchi. It had been built during the period from 1947 to 1949. The battery apparently consisted of four fixed torpedo tubes which control the entrance to Luga Bay.
 - b. Two building sites for gun turrets were located near Kragololoda Shoal ($58^{\circ}59'N/28^{\circ}26'E$), about 2 or 3 km from shore. Other building sites were located near Vistino Lighthouse and Yugantovski Lighthouse, about 2.5 km inland.
 - c. Two guns of about 200 mm caliber were emplaced on Cape Limemi ($59^{\circ}49'N/28^{\circ}38'E$), and two batteries of two guns of the same caliber on Cape Dubovski, according to Soviet soldiers.
 - d. Several batteries of heavy and medium AA guns were emplaced near Kopenskoye airfield, especially on the hills.
9. Soviets stated that the following prohibited areas were located in the vicinity of Ruchi:

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a. An area of about 4 sq km southeast of Slobodka. Five machine factories with boiler shops, some saw-mills and six large tank containers, both surface and subterranean, and each holding 1,000 tons, were allegedly there. All workmen live within that area.

b. A 4 x 7-km area was located on the plain east of Kuchi. There were power plants intended solely for that area, which was guarded by NVD personnel and secured by charged fences. About 800 air force troops and about 3,500 workmen were employed there.

10. A railroad line, coming from Kingizeppi, runs along the eastern shore of Luga Bay as far as Kolganpya. At Slobodka it branches off to the airfield and touches the restricted areas mentioned in para 9.

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 Comment: (see sketch)

a. The information on improvements in the bays of Luga and Koperia is new but not unexpected.

b. The annexed sketch shows that there have been prescribed courses for approaching Luga Bay en route to the lumber port of Ust Luga at the mouth of the Luga River. This port could be approached only with the aid of pilots, presumably because of navigational difficulties in the narrow channels near Ust Luga. On the other hand, it should be noted that the channel north of Cape Kurgalski, the channels north and west of Cape Kolganpya, the sea area extending over a radius of about 3 or 4 km around the harbor of Kuchi and the fairway south of that port have been off limits for a long time. It is also interesting to note that Luga Bay inside the 5-meter line near the beach, and all of Koperia Bay were included in the latest list of mine-infested waters. Further information is also required to clarify the significance of certain sea markers in these waters.

c. It has been known that a railroad spur ran on the Cape Kurgalski peninsula, connecting several gun emplacements. Another railroad spur was also built on the Cape Kolganpya peninsula. The east-bound spur to the searlane base was reported for the first time. The two restricted areas near Kuchi were also reported for the first time. They would justify the large-scale improvement of the previously unimportant harbor of Kuchi. The question of whether the harbor of Kuchi is actually gaining in importance, commercially and as a naval port with a comparatively large dockyard, must be investigated more thoroughly.

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- d. Some coastal fortifications are known from the German occupation, because of their commanding location they may still be in use. In addition, reports indicate that coastal defenses are being improved, probably because a decentralization of the naval base and the armament industries from Leningrad/Kronstadt has become necessary for reasons of air defense.
- e. The small Harbor of Kolganpya was known under the name of Repinskaya Stoyka to be a bad weather refuge for very small vessels. It can be assumed that the approach channel to this harbor has been improved and that a mole has been built.
- f. Ice conditions in Luga Bay, which are more favorable than those prevailing in Kronstadt, would make it plausible that a base for PT boats and other naval craft has been established in Luga Bay.

1 Annex, sketch on ditto.

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